

DAVID J. WHEELER FEDERAL BUILDING

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DECEMBER 18, (legislative day of DECEMBER 15), 1995.—Referred to the House  
Calendar and ordered to be printed

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Mr. SHUSTER, from the Committee on Transportation and  
Infrastructure, submitted the following

R E P O R T

[To accompany ]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 2061) to designate the Federal building located at 1550 Dewey Avenue, Baker City, Oregon, as the “David J. Wheeler Federal Building”, having considered the same report favorably thereon without amendment and recommend that the bill do pass.

David Jack Wheeler of Baker City, Oregon, was a civil engineer with the United States Forest Service who lost his life in the course of performing his duties in the Payette National Forest. Mr. Wheeler was on a work detail in the forest, scheduled to last fewer than six weeks, to inspect bridges. On April 26, 1995, while inspecting a bridge at a guard station, he was brutally murdered by two teenage boys who had walked away from a detention center.

Baker City is a close-knit community in Eastern Oregon, and the town was deeply affected by the loss of Mr. Wheeler. Mr. Wheeler’s death had a tremendous impact on the entire Baker City community since he was an active and committed civic leader in his adopted Oregon hometown.

Mr. Wheeler was born on June 30, 1945, in Tarrytown, New York. He was raised and educated on Long Island, New York. He attended the University of Rhode Island at Kingston, and received a degree in civil engineering. Mr. Wheeler joined the Wallows-Whitman National Forest in 1989, and he and his family settled in Baker City.

At the time of his death, Mr. Wheeler was president-elect of the Baker City Rotary Club; a leader in the United Methodist Church, where he served as Chair of the Staff-Parish Relations Committee; coach at the local YMCA; and a member of the Baker County Com-

munity Choir. In 1994, Mr. Wheeler was selected by the Baker County Chamber of Commerce as the Baker County Father of the Year.

David Wheeler was a model Forest Service employee, a dedicated family man, and an admired and respected citizen. H.R. 2061 is a fitting tribute to Mr. Wheeler for the sacrifice he made in service to this country.

#### COMPLIANCE WITH RULE XI

With respect to the requirements of clause 2(l)(3) of the XI of the Rules of the House of Representatives.

(1) The Committee held hearings on this legislation on December 7, 1995.

(2) The requirements of section 308(a)(1) of the of the Congressional Budget Act of 1974 are not applicable to this legislation since it does not provide new budget authority or new or increased tax expenditures.

(3) The Committee has received no report from the Committee on Government Reform and Oversight of oversight findings and recommendations arrived at under clause 4(C)(2) of rule X of the Rules of the House of Representatives.

#### INFLATIONARY IMPACT STATEMENT

Under clause (2)(l)(4) of rule XI of the Rules of the House of Representatives, the Committee on Transportation and Infrastructure estimates that enactment of H.R. 2061 will have no significant inflationary impact on prices and costs in the operation of the national economy.

#### COST OF LEGISLATION

Clause 7(a) of rule XIII of the Rules of the House of Representatives requires a statement of the estimated cost to the United States which will be incurred in carrying out H.R. 2061, as reported, in fiscal year 1996, and each of the following five years. Implementation of this legislation is not expected to result in any increased costs of the United States.

#### COMMITTEE ACTION AND VOTE

In compliance with clause (2)(l)(2) (A) and (B) of rule XI of the Rules of the House of Representatives, at a meeting of the Committee on Transportation and Infrastructure on December 14, 1995, a quorum being present, H.R. 2061 was unanimously approved by a vice vote and ordered reported.